

# The China Mail.

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HONGKONG, FRIDAY, SEPTEMBER 3, 1886.

日六初月八年戊丙

PRICE, \$2. PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON:—P. ARDEN, 11 & 12, Clerken's Lane, Lombard Street, E. C.; GEORGE STANNET & CO., 30, Cornhill, GORDON & CORNELL, LUDGATE CLOVE, E. C.; BATES, HINDY & CO., 37, Walbrook, E. C.; SAMUEL DEAGON & CO., 15 & 16, Leadenhall Street.

PARIS AND EUROPE:—AMEDEE PRINCE & CO., 36, Rue Lafayette, Paris.

NEW YORK:—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORKE, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE APOTHECARY CO., Colombo.

SINGAPORE, STRAITS, &c.:—SAYL & CO., Square, Singapore. C. HINNEMAN & CO., Manila.

CHINA:—Macao, F. A. da Cruz, Sastre, Quelch & Co., Amoy, Wilson, Nicholls & Co., Foochow, Hedge & Co., Shanghai, Lane, Crawford & Co., and Kelly & Walsh, Yokohama, Lane, Crawford & Co., and Kelly & Co.

## Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL, £2,000,000

PAID-UP, £500,000

REGISTERED OFFICE, 40, Threadneedle Street, London.

BRANCHES: In India, China, Japan and the Colonies.

THE BANK RECEIVES Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits:—

Fixed for 12 months, 5 per cent. per annum.

6 " 4 "

3 " 3 "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balances of such Claims purchased on advantageous terms.

Agency of THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT, Manager,

Hongkong Branch, Hongkong, May 31, 1886. 1068

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$7,500,000

RESERVE FUND, \$4,500,000

RESERVE FOR EQUALIZATION, \$200,000

RESERVE LIABILITY OF PRE-PRINTER, \$7,500,000

COURT OF DIRECTORS.

Chairman—A. MOYER, Esq.

Deputy Chairman—M. GROTE, Esq.

J. BELL IRVING, Esq. | H. HOPFUS, Esq.

O. D. BOTOMYAN, Esq. | E. H. M. HUNTING-

TON, Esq. | H. L. DALEYMPLE, Esq.

H. A. P. MOEVEN, Esq.

H. F. D. SASSEON, Esq.

CHIEF MANAGER.

Hongkong, Thomas JACKSON, Esq.

Acting Chief Manager—John WALTER, Esq.

MANAGER.

Shanghai, Ewen CAMERON, Esq.

LONDON BANKERS—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits:—

For 3 months, 3 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Draws granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.

Hongkong, August 28, 1886. 847

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 and one year.

3.—Deposits in the Savings' Bank having \$100 or more at the time credit may be taken to transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3 1/2 per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, JOHN WALTER, Acting Chief Manager.

Hongkong, June 7, 1886. 754

## Intimations.



TENDER will be Received by the Undersigned on or before the 13th Instant, for CONVEYANCE, by SAILING SHIP to England of the following Ordnance Stores:—

COMBUSTIBLE, POWDER and FILLED CARTRIDGES 113 Tons.

NON-COMBUSTIBLE, LOOSE SHOT (heavy) 113 Tons.

WETTED GUN-Powders in Barrels (light) 6 " "

Tenders for Freight to include Cost of erection of a MAGAZINE of 116 tons Capacity for the Powder in accordance with Specification to be seen at the OFFICE of the NAVAL STOREKEEPER.

W. H. LOBB, Naval Storekeeper.

Hongkong Yard, 2nd September, 1886. 1692

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

Hongkong, August 9, 1886.

KELLY & WALSH, LTD.

CALL ATTENTION TO THE FOLLOWING VERY GREAT COLLECTIONS OF NEW VOCAL AND INSTRUMENTAL MUSIC.

SONG FOLIO:—115 of the Newest and Most Popular Songs \$1.00

MODERN FOLIO:—A collection of 83 Modern Songs not found in the Original Song Folio \$1.00

DANCE FOLIO, Vol. I & II:—A collection of the Latest and Most Popular Dance Music \$1.00

GALAXY OF SONG:—A collection of Late Popular Songs \$1.00

WALTZ ALBUM:—176 Pages of the very best Modern Waltzes \$1.00

FOOL OF MUSIC:—New Waltzes, Polkas, Quadrilles and Dance Music \$1.00

SONGS OF ENGLAND:—A collection of over 190 Old Standard British Songs \$1.00

SONGS OF SCOTLAND:—All the Old Favorite Scotch Songs \$1.00

Hongkong, August 26, 1886. 1632

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

Hongkong, August 30, 1886. 1667

KELLY & WALSH, LTD.

SONG OF WALES:—A collection of Standard Welsh Songs \$1.00

SONG OF FRANCE:—A collection of the best French Songs with French and English Words \$1.00

GENS OF ENGLISH SONG:—The best and most carefully compiled collection of Modern Songs published \$2.50

SHOWERS OF PEALS:—The only good collection of Modern Vocal Duets published \$2.50

GENS OF THE DANCE:—A capital selection of Good Modern Dance Music \$2.50

GENS OF STRADAS:—A selection of his best Waltzes \$2.50

OPERATIC GENES:—Beautiful Melodies from the Most Popular Operas \$2.50

Hongkong, August 26, 1886. 1633

W. POWELL & CO.

GREAT CLEARANCE SALE

FOR 14 Days only

DAMAGED STOCK & REMNANTS,

OF DRESSES, PRINTS, CALICOES, LACES, RIBBONS, &c., &c.

W. POWELL & CO.

1675

ROBERT LANG & CO., Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

CLEARANCE SALE

FOR ONE MONTH, DURING ALTERATION AND EXPANSION OF PREMISES.

TO Prepare for the arrival of FRESH SHIPMENTS, we offer as an inducement to our Customers, a Discount of

TEN PER CENT.

ON ALL

CASH SALES,

From the present date to 15th September.

Hongkong, August 14, 1886. 1666

DENTISTRY.

FIRST CLASS WORKSHIPS.

MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist.

(FORMERLY ARTICLED APPRENTICE AND LATELY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, TAKEN THE OFFICE formerly occupied by DR. ROGERS,

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address,

2, DUDDELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1886. 1669

CHAS. J. GAUPP & CO., Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

ERICKSON'S LIQUID AND OTHER COMPASSES.

ADMIRALTY AND IMRAY CHARTS.

NAUTICAL BOOKS.

CHRISTOFLE & CO.'S ELECTRO-PLATEDWARE.

GOLD & SILVER JEWELLERY, in great variety.

DIAMONDS AND DIAMOND JEWELLERY.

NAUTICAL SILVER & ELECTRO-PLATEDWARE.

CHRISTOFLE & CO.'S ELECTRO-PL

## For Sale:

MACEWEN, FRICKEL & CO.  
VICTORIA EXCHANGE,  
QUEEN'S ROAD, CENTRAL.

HAVE FOR SALE  
THE FOLLOWING

## STORES.

EX AMERICAN MAIL STEAMER.  
Smoked HAMS.  
Golden SYRUP in Gallon Tins.  
Assorted SYRUPS.  
CUTTING'S Table FRUITS.  
ASPARAGUS.  
Queen OLIVES.  
Sausage MEAT.  
CAVIAR.  
Potted MEATS.  
MACKEREL in 6th Tins.  
Engle Brand MILK.  
Lamb's TONGUES.  
Green CORN.  
Baked BEANS.  
BRAVNA.

A LARGE ASSORTMENT  
of

COOKING AND PARLOUR  
STOVES.

AGATE IRON WARE COOKING  
UTENSILS.  
WOFFLE IRONS.  
CHARCOAL IRONS.  
KEROSENE LAMPS.  
NONPARCEL KEROSENE OIL.

—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ \$11 and \$12.

CUP CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SACCOONE'S SHERRY.

SACCOONE'S INVALID PORT.

ROYAL GLENDADE WHISKY.

JAMISON'S WHISKY.

OLD BOURBON WHISKY.

HEERING'S CHERRY CORDIAL.

ASSORTED LIQUEURS.

DRAUGHT, ALE and PORTER.

—, &c., &c.

THE USUAL ASSORTMENT  
of

OILMAN'S STORES,

at the

Lowest Possible Prices  
FOR CASH.

MACEWEN, FRICKEL & CO.  
Hongkong, July 1, 1886. 1208

WASHING BOOKS.  
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use  
of Ladies and Gentlemen, can now  
be had at this Office.—Price, \$1 each.

CHINA MAIL Office.

To-day's Advertisements.

## SHIRE LINE OF STEAMERS.

S.S. FLINTSHIRE, FROM HAMBURG, ANTWERP, LONDON  
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, at Wanchai, behind the premises known as No. 3, 'Blue Buildings,' whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded on, unless notice to the contrary be given before noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 10th Instant will be subject to rent at the rate of one cent per package per day.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th September, 1886, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by  
ADAMSON, BELL & CO.,  
Agents.

Hongkong, September 3, 1886. 1699

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY,  
MADRAS, CALCUTTA, ADEN, SUEZ,  
PORT SAID.

MEDITERRANEAN AND BLACK  
SEA PORTS.

MARSHESSES AND PORTS  
OF BRAZIL, AND LA PLATA;

ALSO  
BORDEAUX, LE HAVRE, DUNKIRK,  
LONDON AND ANTWERP.

ON THURSDAY, the 16th September,  
1886, at noon, the Company's  
Steamship *N.Y. 4712*, Commandant Such,  
with MAIIS, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.

Shipping Orders will be granted until  
noon.

Cargo will be received on board until 4  
p.m., Specie and Parcels until 3 p.m.,  
the 15th September, 1886. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.

G. M. CHAMPEAUX,  
Agent.

Hongkong, September 3, 1886. 1697

For Sale:

## To-day's Advertisements.

THEATRE ROYAL,  
CITY HALL, HONGKONG.

## TO-MORROW EVENING,

SATURDAY, the 4th September.

SECOND AND LAST GRAND  
FAREWELL

## REMEYNI CONCERT,

and positively the Last Appearance of M.  
REMEYNI in China prior to his  
departure to Manila.

REMEYNI (REMEYNI) To-morrow  
Night. (REMEYNI) Night.

POPULAR MUSIC;  
POPULAR MUSIC.

## ENGLISH MUSIC; IRISH MUSIC.

## POPULAR PROGRAMME.

## SCOTCH MUSIC; FRENCH MUSIC.

## POPULAR PROGRAMME.

## GERMAN MUSIC.

## EDOUARD REMEYNI

Will To-morrow Night for his Farewell  
Concert perform the following

## VIOLIN SOLOS;

FANTASIE 'LES HUQUENOTS,' MEYERBEER.

'THE LAST ROSE OF SUMMER.'

'CHARLIE IS MY DARLING.'

'HOME SWEET HOME.'

'ANNIE LAURIE.'

'THE PILGRIM OF LOVE.'

'HEARTS OF OAK.'

'RULE BRITANNIA.'

'THE STAR SPANGLED BANNER.'

'Die Wacht am Rhein.'

'La Marschale.'

'God Save the Queen.'

Dress Circle & Stalls TWO DOLLARS.  
Pit ONE DOLLAR.

Plan now open at Messrs. KELLY &  
WALSH's (LIMITED).

Manager.—FRANK WESTON.  
Acad. Conciere.—J. J. FOSTER.

Hongkong, September 3, 1886. 1695

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KORE.

The Steamship *Flintshire*,

*J. D. DANCASER*, Condor,  
will be despatched for above Ports on  
TO-MORROW, the 4th Inst., at 10 a.m.

For Freight or Passage, apply to

ADAMSON, BELL & CO.,  
Agents.

Hongkong, September 3, 1886. 1690

SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KORE.

The Steamship *Flintshire*,

*J. D. DANCASER*, Condor,  
will be despatched for above Ports on  
TO-MORROW, the 4th Inst., at 10 a.m.

For Freight or Passage, apply to

J. D. DANCASER, Condor,  
Agents.

Hongkong, September 3, 1886. 1694

## To-day's Advertisements.

FOR SWATOW AND BANGKOK.  
THE SCOTTISH ORIENTAL STEAM-  
SHIP COMPANY, LIMITED.

The Company's Steamer  
Kong Beng,

Captain R. JONES, will  
be despatched for the  
above Ports on MONDAY, the 6th Instant,  
at 10 a.m.

For Freight or Passage, apply to

YUEN FAT HONG,  
Agents.

Hongkong, September 3, 1886. 1696

PUBLIC AUCTION.

The Undersigned has received instruc-  
tions from the ACTING SUPERINTEND-  
ENT of the P. & O. S. N. Co., to Sell by  
Public Auction, on

MONDAY,

the 6th September, 1886, at Noon, at the  
P. & O. S. N. Co.'s Godowns, West Point,

2 CHESTS PERSIAN OPIUM.

TERMS OF SALE.—As customary.

E. JONES HUGHES,  
Auctioneer.

Hongkong, September 3, 1886. 1698

## Not Responsible for Debts.

Whether the Captain, the Agents, or  
Owners will be Responsible for  
any Debt contracted by the Officers or  
Crew of the following Vessels, during  
their stay in Hongkong Harbour:

ALEX. MCNELL, American ship, Capt. G.  
W. D. McNaull—Messageries Maritimes.

ANNIE H. SMITH, American ship, Capt.  
R. B. Brown—Arnold, Karberg & Co.

BASH J. BOWERS, American barque, Capt.  
John B. Turner—Chinaman.

CALIFORNIA, British ship, Captain William  
Colville—Borneo Co., Ltd.

GEORGE CURTIS, American ship, Capt. T.  
Sprout—Master.

HARVESTER, American ship, Captain Wm.  
Taylor—Order.

HYDRA, German barque, Capt. C. Binge.  
Steinmann & Co.

J. D. PETRIES, American ship, Capt. G.  
A. Lane—Messageries Maritimes.

MOUNT LEBANON, American barque, Capt.  
Char. H. Nelson—Arnold, Karberg & Co.

REVOLVING LIGHT, British ship, Capt. J.  
A. Durkee—Messageries Maritimes.

SUEZ, British steamer, Captain Dodd,  
Gibb, Livingston & Co.

SHIPPING.

ARRIVALS.

September 3, 1886.—

FOR LONDON VIA SUEZ CANAL.

The Steamship *Flintshire*,

Captain Hodge, will be  
despatched as above on  
about the 10th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Hongkong, September 3, 1886. 1694

SHIPPING.

ARRIVALS.

September 3, 1886.—

FOR LONDON.

The Steamship *Flintshire*,

Captain Hodge, will be  
despatched as above on  
about the 10th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

Hongkong, September 3, 1886. 1694

SHIPPING.

ARRIVALS.

September 3, 1886.—

FOR LONDON.

The Steamship *Flintshire*,

Captain Hodge, will be  
despatched as above on  
about the 10th instant.

For Freight or Passage, apply to

Mr Justice Russell gave decision this morning in the Summary Jurisdiction of the Supreme Court as to the costs in the action taken by Mr Ford, of the Adoration Department, against the security of a contractor for non-fulfilment of contract. Last week decision was given against Mr Ford on the principal issue and to-day His Lordship said he did not see any reason why costs should not follow the verdict.

About three hundred huts in Kennedy Town were pulled down yesterday by a company of prisoners from the gaol, acting under instructions, we suppose, from the Surveyor General. The squatters had no right to the land, and we learn that they had been building so close together that the sanitary condition of the neighbourhood was impeded. Besides, the company that had settled on the land was not of the most law-abiding, some of the most notorious rogues and vagabonds finding shelter among the thick crowd of natives inhabiting that spot. We have no doubt that the squatters got ample notice to quit and that with their usual fool-hardy indifference they had paid no attention to the notice.

*Le Saignonnais*, writing with regard to the question of the depreciation of the piastre or dollar of Cochinchina, says:—“We are delighted to inform our readers that the Government of Cochinchina has just finished the study of three projects tending to combat the depreciation of the piastre. These three projects will be presented to the Colonial Council next session and the Minister of Finance will then be asked to give his opinion upon them. Let us hope that he will not content himself with a mere opinion but will take the energetic measures that the situation demands for the authorities have been too long making us take chalk for cheese.”

CONSIDERABLE interest is felt as to the date of delivery in London of the mail (*via Naples*) by the French steamer *Iraouandy* (which left yesterday at noon). It is confidently believed by many that the mail of the *spirit of Christ* on earth. So great is the influence which this woman exercises over her devotees that several of the young men have abandoned lucrative positions, declaring that the Deity has more important work for them than money-getting. The members of the little order call themselves ‘The Perfect,’ and not one will reveal anything of the nature of the secret meetings which are held both day and night. From what can be learned, however, there is reason to believe that Mrs Martin is a clever spiritualist, who works on the credulity of her dupes. The case is the more noteworthy from the fact that most of the converts are people of intelligence who move in good society. The humorous feature of the affair is that the husband of the medium is a skeptic in regard to his wife’s divine powers, although he has not sufficient control over his household to prevent the foolish meetings. —*Chronicle.*

Mrs Baldwin, of Boston, Massachusetts, like all Boston women, has a new idea. She has proposed it to Congress. She is like many other Boston women, if report be true, unable to perform her household work. A long residence in China as the wife of a missionary has quite demoralized her on the ‘servant girl’ question. There one cook served her for twenty years, and she knew peace and comfort. For four years in this country she tried servants of every nationality and they evidently have tried her. She has paid the highest wages promptly planned to work with a view to their coming; treated them with courtesy and addressed according to the Golden Rule. But all in vain. They will not give a fair return for their wages; they are unkind to her; waste, break, ‘sass,’ despise her, and her purse and patience are exhausted. She therefore most humbly prays that Congress will suspend the anti-Chinese law for her special benefit and allow her to import a Chinese servant. She promises that she will not be pauper, criminal, or idle, or fall upon the public for support or burial, and she will not degrade white labour by paying him anything but the highest wages. The petition was referred to the Committee on Foreign Affairs, where it will be put comfortably to sleep.

**FOUNDERING OF THE FERNOWER.**  
LO & 60 LIVES

There is now no longer any doubt as to the fate of the British steamer *Fernower*, about whose safety fears had been entertained for some days past, and the worst that was dreaded has taken place, the steamer having founders on Sunday last with almost all hands. This information has been brought on by the British steamer *Vindobona*, Captain S. H. Stuart, which arrived here this morning from Saigon with two members of the crew of the unfortunate vessel on board. These men were picked up by the *Vindobona* in lat. 17° 20' N. and long. 110° 33' E., and a Lascars and a Chinese cook. Their stories regarding the occurrence are brief and do not give a very accurate account of the disaster. They say their ship left Saigon on Tuesday the 26th ultimo and that two days afterwards they encountered a strong gale from the S.W. There can be no doubt but that this gale was the typhoon, which was also experienced by the *Deutero* and *Glenary*, although neither the Chinaman nor the Lascars say so. The weather continued bad, and on Sunday morning, at seven o'clock, the ship suddenly heeled to port and went down, giving the crew no opportunity to get out the boats or construct rafts. The two survivors then made for the sky light of the deck-house, which had been wrenched off by the force of the water when the ship founders. Some other members of the crew also gained this raft, but these were all washed off by the waves, and in a few hours, according to the Lascars, the whole of the crew had disappeared. There is, therefore, little hope of any of the others being saved. The

crowd is reported by the Lascars to have consisted of 62 hands all told, and there were also ten passengers. The ship was in command of Captain J. J. Kelly. The names of the other officers we have been unable to ascertain, the crew having been shipped in Singapore.

The exact cause of the disaster is, of course, unknown. The vessel was known to be deeply laden, perhaps too deeply laden for safety in bad weather, and one surmises to the effect that her ports were not properly closed and that a quantity of water got into the hold, sinking her deeper into the water than ever. But of course, this is simply surmise.

Captain S. H. Stuart, master of the *Vindobona*, has made the following report of the saving of the two men, and has also furnished their depositions, which were signed by the Captain and Chief Officer, Mr James W. Smith:—

“September 1st, 1886, 3.30 p.m.—Lat. 17° 30' North, Long. 110° 42' East. Fine clear weather; sighted an object bearing about E., distance five miles, altered the course to that direction; it proved to be a piece of wreck, skylight of a ship’s dock-house, with two men, one a Chinaman, the other a Lascars, waving a piece of canvas for a signal; lowered a boat and took them on board in an exhausted state, after necessary treatment, took their statements the next morning as follows:—

“My name is Suberilla. I was a Tindal on board the steamer *Fernower*. We left Saigon on Thursday, 26th, with a cargo of rice bound to Hankow, or Hongkong. On Sunday morning at 7 a.m. it was blowing a strong S.W. wind, and no sail set, when the ship took heavy list to port and founded very suddenly before any boats could be got out. I remember seeing some of the crew and passengers clinging to pieces of wreck, but a few hours afterwards they all disappeared. We have been four days on the pieces of skylight with neither food nor water; I cannot say how I got out about the legs, but think it was the broken glass of skylight. I believe all the crew are gone excepting the Lascars and myself.”

“My name is Ah Soon. I was Chui Chu’s boy on board the steamer *Fernower* of Singapore. We left Saigon Thursday morning with a cargo of rice for Hongkong. Two days after leaving Saigon, strong wind all the time, the ship took a heavy list to port and went down, leaving three others and myself clinging to the piece of deck house; but the three men got washed off and the man that was saved with me swam to the skylight after the others went down. We have been four days and three nights on the piece of wreck with neither food nor water. I cannot say how I got out about the legs, but think it was the broken glass of skylight. I believe all the crew are gone excepting the Lascars and myself.”

“My name is Ah Soon. I was Chui Chu’s boy on board the steamer *Fernower* of Singapore. We left Saigon Thursday morning with a cargo of rice for Hongkong. Two days after leaving Saigon, strong wind all the time, the ship took a heavy list to port and went down, leaving three others and myself clinging to the piece of deck house; but the three men got washed off and the man that was saved with me swam to the skylight after the others went down. We have been four days and three nights on the piece of wreck with neither food nor water. I cannot say how I got out about the legs, but think it was the broken glass of skylight. I believe all the crew are gone excepting the Lascars and myself.”

The *Fernower* was owned by Goh Gwan Lee, of Singapore. She was a vessel of 700 tons registered tonnage, 212 feet in length, 28 feet in breadth and 14 feet in depth. She had engines of 110 horse power and was built at West Hartlepool by Denton Gray & Co. in 1867.”

#### THE LOVERS’ LITANY.

[The following is one of the poems issued with ‘Departmental Ditties’ in book form, and not previously published:—]

Eye of grey—a sudden tear,  
Driving rain and falling tears,  
As the stormy waves to sea.  
Sing, for Faith and Hope are high—  
None so true as you and I—  
Love like ours can never die.

Eye of black—a thieving fool,  
Milkily loam to left and right,  
Whispered converse near the wheel:  
In a briar rose tropic in heat,  
Grove of thorn, and thornily fly;  
Hear the Lover’s Litany—  
Love like ours can never die.

Eye of brown—a deadly plain,  
Silvery loam with the snowball hour;  
Driving of the walls of the chisel,  
Dissolve the marble quadruplets,  
“Angel,” “Officer,” “Groom,”  
Glamour, wine, and whistery—  
Love like ours can never die.

Eye of blue—“Kindle hills,  
Silvery loam with the snowball hour;  
Driving of the walls of the chisel,  
Dissolve the marble quadruplets,  
“Angel,” “Officer,” “Groom,”  
Glamour, wine, and whistery—  
Love like ours can never die.

Eye of green, your darling,  
City my meet, Luckless side,  
Four times Cupid’s dolor I—  
Driving of the walls of the chisel,  
Dissolve the marble quadruplets,  
“Angel,” “Officer,” “Groom,”  
Glamour, wine, and whistery—  
Love like ours can never die.

English.

#### A TALL TOWER.

The following is an extract from a letter to Paris published in the *Chicago Times*:—

“A colossal tower 1000 feet in height will not be only the principal attraction of the exposition, but the most daring work ever undertaken by any engineer. The pyramids of Egypt, St. Peter’s, the Washington Monument, all these wonderful elevations will soon be the work of dwarfs beside this massive iron construction, on whose summit will float the French flag. This tower consists of four iron pyramids, placed 300 feet one from the other, each pyramid being fifty feet square at the base.”

At the first story, 250 feet above the ground, these pyramids are united by a glass-covered gallery, 50 feet wide, which makes the tour of the construction. The glass will be used for science, etc. At the second story is a room 100 feet square, over of any shadow of pollution, that they once had to cover their nakedness. As Mr Bryce said in the course of an excellent speech at Ingolstadt, ‘the Irish have now the best of a great English party in the purse of any legitimate aims, and they should know that by abstaining from the old ways of outrage and conspiracy, by a patient persistence in constitutional methods, they must soon attain those objects which justice English Liberals had now admitted.’ We do not know if the era of dynamite has ended; that depends on disengaged who are not amenable to political considerations. But the era of outrage in

suspended. There has never been an accident on the Right, and M. Eiffel, who is the original of this stupendous scheme, says his elevator will be even more secure than any you could expect. A vertical elevator will be taken up to the tower. We are at the top we can admire the night, Paris and the millions of lights.

In pleasant weather we can see the most splendid scenes that human thought can imagine. Above the hills which with their green foliage surround Paris we shall have a view of over 100 miles. We shall see Oise, Seine, Rhenne, Fontainebleau, Chartres, Droux, Creil, the villages lost in the woods and the rivers trailing their silver threads across the valley.

But this metallic tower will not be built especially for the curious; it will render service to science. In the cupola will be installed telescopes, pliometers, anerometers, etc. Astronomical and meteorological observations will be made, under new conditions, and experiments which have heretofore been impossible can, for the first time, be attempted. Atmospheric electricity, the velocity of the wind, the transparency of the air, Foucault’s experiment to prove that the earth revolves, all can be studied. Spectroscopes for the analysis of the light of the sun and stars will be placed under the dome. A study equally interesting will be that of the variation of temperature with altitude. For the public a very strange sight will be the effect of lightning and the deviation of a falling body.

The tower will be surrounded by a lightning-rod; but in itself the tower will form an immense lightning-rod, by which will descend formidable quantities of electricity. In the tower, every one in the tower will be struck by lightning, as though unconscious of the danger. When the night is black with clouds, from the foot of the tower one can see a continuous flashing of lightning-rod. To produce that effect a lightning-rod will be placed on an angle of the tower and the conductor will be taken up for the space of two yards. The lightning will then jump from one corner to another, with continual explosions. At the base of the tower, an immense block of marble, inscriptions recalling the history of the century will be engraved in bold letters. There will be found extracts from the Declaration of the Rights of Man, the names of illustrious Republicans, etc. The weight of this tower will not be greater than 7000 tons, almost enough iron to make a railway from Paris to St. Germain by way of Versailles. The cost will be about \$1,000,000, but the inventor of this gigantic work asks only the admission fees for 10 years to pay all the expenses of the building.

#### IS DYNAMITE A POLITICAL WEAPON?

What, however, is of more immediate importance is the Extradition Treaty between the United Kingdom and the United States. This is not only an important matter in itself, but its completion by the Home Rule Cabinet on the eve of their retiring into Opposition along with the Irish Parliamentary party is extremely timely—for reasons which will become apparent enough before long. The details of the treaty, which are published in full in the papers, show it to be as wide in scope as there was any reasonable ground for anticipating. There were two sets of offences which the new treaty had to deal with—first, offences committed in the United States, with its subsequent flight into Canada; and second, dynamiting in England, with its subsequent flight across the Atlantic. As for the first of these, it is fully met in the instrument published now, and ‘Gone to Canada’ will no longer be synonymous in the States with ‘Guilty of Embodiment.’ The second kind of offence, which is what most interests us over here, is clearly indicated by the words ‘harmful injuries to property whereby the life of any person shall be endangered.’ But the question at once occurs how far these words are limited by the fourth article, which excludes from the operation of the treaty ‘offences (whether or not ‘offences’ in this way) have been committed by a political character.’ This exclusion is of course of universal restriction in such treaties; and therefore, the American Minister, observing in his legal advice of the clauses, ‘its provisions do no harm, and its absence is not a disadvantage to the United States.’

“This is a view from which we strongly dissent. For what would have been the result of defining the matter any further—of expressly excluding dynamite outrage from the exemption granted to political offences? This would, in my opinion, be a political character. This exclusion is of course of universal restriction in such treaties; and therefore, the American Minister, observing in his legal advice of the clauses, ‘its provisions do no harm, and its absence is not a disadvantage to the United States.’

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Ireland has ended; or if it has not, the era of Home Rule has.—*Pal Mall Gazette.*

#### HOBART PASHA’S ROMANCE.

RIVETING THE FLOX OF A SENSATIONAL NOVEL.

The New York *World* has this account of a romance in the life of the late Hobart Pasha:—The news by cable of the death of the late Hobart Pasha was the fair to us of the most romantic chapter of it was the Pasha’s second marriage in 1874. It sounds like the plot of an English novel, and the heroine of the third volume still lives to mourn the loss of the hero. Hobart Pasha, as the paper told when the story of his death came across the wires, was the fourth son of the Duke of Buckingham and a distinguished naval officer before he entered the Sultan’s service and rose to a high rank in the army. He had married a girl who was of rather humble parentage, and because of his family’s opposition the marriage had been kept secret, and the girl was named under a pseudonym. A child had been born to them just before he left England, and now that he was about to die, he was anxious that it and its mother should be righted in the eyes of the world. Complications as to his proof had arisen by the death of his wife, but he trusted to his friend Hobart to repair his fault. ‘If you will pledge your honor for the truth of the marriage,’ he said, ‘the world will believe you, and you will believe me when I swear to you that it is so.’ When Hobart, now become a Turkish officer, returned to England, he undertook to comply with the request of his dead friend, but the young mother, under the weight of her grief and the equal position which she occupied, had followed her husband, and the dead man’s relatives, when they at last discovered the child, refused to acknowledge it. Nothing was left to him but to take care of the little orphan himself, and he accepted the charge with grace so much as he could. When he left England, he was a famous school for girls in the Isle of Wight, where so many English women had got a good training and education. There he went back to his duties and thought no more about her except to send an occasional letter full of good advice, with boxes of Turkish sweets and trinkets. When she was 17 years old he got a letter from her full of passionate misery and staining with tears. She had discovered the mystery of her birth and taunted her with it, and she wanted him to come and take her somewhere, anywhere, away from girls who were so cruel. So the tender-hearted old soldier put himself aboard the next steamer for home and got his little portuguese, though what he was to do with his child he didn’t quite know. She was young; she was pretty, she clung to him with tenderness and gratitude and love, and the heart of even bronzed gray-mustached old soldiers are not proof against that, and so, as that all seemed the quietest and simplest solution of the trouble, and they both wished it, they were married. And now, at 29, she is left to mourn the loss of one of the most brilliant and daring commanders England ever produced. Here are all the materials for a three-volume romance, with Turkish coloring ready-made, and with the advantages of being ready-made, and with the disadvantages of being ready-made.

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Intimations.

SUMMER TIME TABLE.

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Runs DAILY as a FERRY BOAT between Peddar's Wharf and Tsim-Tsui at the following hours:—This Time-Table will take effect from the 15TH APRIL, 1886.

WEEK DAYS. SUNDAYS.

6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M.

6.00 " 8.30 " 7.30 " 8.00 "

8.50 " 9.00 " 9.00 " 10.15 "

9.40 " 10.15 " 10.30 " NOON

10.45 " 12.30 P.M. 12.30 P.M. 1.15 P.M.

12.45 P.M. 1.00 " 1.30 " 2.00 "

1.30 " 2.00 " 2.30 " 3.00 "

2.30 " 3.00 " 3.30 " 4.00 "

3.30 " 4.00 " 4.15 " 4.30 "

4.15 " 4.30 " 4.50 " 5.10 "

4.50 " 5.10 " 5.25 " 5.40 "

5.25 " 5.40 " 5.55 " 5.75 "

5.75 " 6.15 " 6.45 " 7.00 "

6.45 " 7.00 " 7.15 "

7.15 "

\* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

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THE Wah Tsz Yat Po was established in connection with the China Mail over ten years ago. The Business has hitherto been leased to Chinese. Since 1881 it has been leased to Mr. TAN YIK KIU, and the Lease will expire on the 1st of SEPTEMBER this year; after which the China Mail will take over the Business, and lease it to Mr. HO CHUNG SHANG under the same conditions as heretofore, by the Staff will be new. A learned and famous Scholar has specially been engaged to take the position of Editor, and all arrangements will be made so as to secure a great improvement upon what the paper was before.

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